

COUNTRY

Eastern Germany

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TOPIC

Brand Airfield

25X1

EVALUATION

25X1

PLACE OBTAINED

25X1

DATE OF CONTENT

10 to 31 August 1952

DATE OBTAINED

25X1

DATE PREPARED

2 October 1952

REFERENCES

25X1

25X1

PAGES

7

ENCLOSURES (NO. & TYPE)

1 - 1 sketch on ditto

REMARKS

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1. The following railroad supply shipments were observed arriving at and leaving Brand airfield between 10 and 30 August 1952:

Date	Shipments	From	To	
10 August	4 tank cars with gasoline	Riesa Harbor		25X1
14 "	2 gondola cars with fuel containers	A German firm in Bernburg	Zoldatov Unit	
15 "	1 gondola car with a fuel container	A German firm in Halle	Unit Zoldatov	
	8 tank cars with gasoline	Riesa Harbor		25X1
	1 boxcar with furniture	Kech office Falkensee	Unit Menkina	
16 "	17 cars including 6 flat-cars carrying 6 x 37-mm AA guns, 4 boxcars with personnel including 1 major and 1 senior lieutenant wearing red-bordered black epaulets and 7 flat-cars with 7 trucks.	Jueterbog Altes Lager		25X1
17 "	3 gondola cars with 3 fuel containers	German firms in Halle and Bernburg	Unit Zoldato	
	6 tank cars	Riesa Harbor		25X1

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Date	Shipments	From	To
19 August	3 gondola cars with 6 fuel containers	A German firm in Halle	Unit Zoldatov
20 "	6 gondola cars with logs	Netzebrand	
22 "	5 gondola cars with logs	"	
	4 gondola cars with timber	Schoenwalde/Spreewald	Red Army
	1 gondola car with 1 fuel container	Bernburg	Unit Zoldatov
	1 boxcar with foodstuff	Cottbus	
25 "	4 boxcars with ammunition		Brand airfield
	1 boxcar with military equipment		" "
	undetermined number of cars with 2 fuel containers	German firm in Halle	" "
	2 tank cars with gasoline		
	1 car with fuel	Velten	" "
29 "	22 cars including six carrying 6 x 37-mm AA guns, 8 boxcars with personnel and ammunition, and 7 flatcars with 7 trucks,		Jueterbog Altes Lager
30 "	4 tank cars	Riesa Harbor	
	2 fuel containers	German firms in Halle and Bernburg	Brand airfield

(1)

3. The following observations were made at the field between 15 and 31 August:

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15 August. At 8 a.m., three jet bombers took off from the field. One of them broke out a sleeve target after the take-off. At 5 p.m., 16 jet bombers were parked in two groups of 11 and 5 planes from east to west.

18 August. After 8 p.m., there was night flying. There was a light wind from the south, and the sky was slightly cloudy at an altitude of 600 meters. A take-off was made every 20 minutes. The planes had set position lights which were red at the left side and green at the right side. One jet bomber flew very high. It gave light signals at irregular intervals, the beam of light reaching down to the ground.

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22 August. At 7 a.m., a type-30 plane [] took off heading west. It was raining. At intervals of 1 minute, take-offs were made by a type-30 plane [] and a type-27 plane []. The planes landed at 7:30 a.m. at intervals of about 800 meters. A type-27 plane [] took off at 7:15 a.m., flew over the field at 8:50 a.m. at an altitude of about 200 meters and dropped a sleeve target which apparently was not hit by bullets. Subsequently, the plane landed at the field. Type-27 planes, [] took off at 8:51 a.m. at intervals of about 600 meters. They landed at 9:20 a.m. Flying continued throughout the morning. Three planes [] were observed landing at noon. At 1 p.m., 16 aircraft were parked at the dispersal area. Maintenance on the landing gears of two planes was in progress.

25 August. There was no air activity throughout the day. Between 3 and 5 p.m., all the jet bombers parked on the dispersal area were being refueled from three tank trucks each towing a trailer. At intervals, the tank trucks left the landing field, probably for refueling. After 5 p.m., when all the aircraft were refueled, the planes taxied under their own power from the dispersal area and were parked in groups of 5, 4, 1, 2 and 4 planes. There was an interval of about 15 meters between the individual groups. This activity probably was the preparation for night flying, which started at 8 p.m. with the take-off of a jet bomber. The first landings were made at 8:30 p.m.. Usually individual flights were observed during night flying which lasted until 2 a.m.. It was once observed that two aircraft flew very high giving light signals with a searchlight at irregular intervals.

26 August. There was no air activity. Fifteen jet bombers without auxiliary fuel tanks were parked in groups of 5, 4, 2, and 4 planes from east to west on the dispersal areas. Another jet bomber was observed about 200 meters south of the taxiway. Aircraft maintenance work was in progress.

27 August. There was a slight wind from the southwest. It was raining; the visibility was limited to 1 km, and the sky was overcast at an altitude of about 150 meters. A type-27 jet bomber with the red No 116 took off at 7:15 a.m. and landed at 7:45 a.m.. Forty take-offs and landings were made up to 11:45 a.m. The numbers on the planes could not be identified because of the poor visibility. Previously, the jet bombers approached the runway from the east and, from a far distance, flew in a straight line over the Krausnick radio installation. On this day, however, all the planes coming from a great distance approached from about 500 meters north of the usual direction of approach, banked sharply to the south about 500 meters from the east end of the runway, then banked sharply to the right in order to reach the direction of approach and, subsequently, landed at the field. During the air activity, a twin-engine plane with double rudder assembly repeatedly took off and landed at the field.

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25X1 29 August. At 7 a.m., seven jet bombers took off at intervals of 600 meters.

25X1 The first and the last plane were type-30 s [redacted]
 25X1 [redacted] while all the other planes were type-27s. Immediately after the take-off, the planes assembled in line abreast formation. After flying a few kilometers straight ahead, the formation turned to the south, circled once over the field and, subsequently, headed southwest. There was an interval of about three wing spans between the individual planes. At 8:40 a.m., the planes landed individually at intervals of 500 to 600 meters. After the local flight, the formation gradually broke up, the left wing plane turning to the south, while the remaining formation flew straight ahead for a short distance. Subsequently, the other planes individually turned to the south and, at 8:40 a.m., landed individually with intervals of 500 to 600 meters. According to a senior lieutenant, this formation dropped bombs over the Kummersdorf artillery range.

30 and 31 August. No air activity was observed. (2)

25X1 4. [redacted]
 25X1 [redacted] the searchlight platoon consisted of 22 men who wore black epaulets without any markings. (3)

5. Between 4:30 and 5 p.m. on 27 August, two bombs were blown up south of the western end of the taxiway. Workers said that they had to leave the area before the blasting.

6. On 29 August, the AA gun emplacement north of Neue Schenke was evacuated. (4)

7. The following observations were made at the field between 18 and 30 August:

18 August. Between 8 a.m. and 2 p.m., individual take-offs were made. Sixteen aircraft were parked on the dispersal area.

25X1 19 August. Individual take-offs and landings were observed between 7 a.m. and 2 p.m. After the air activity had stopped, sixteen jet bombers were counted on the dispersal area. [redacted]

25X1 [redacted] two planes landed at night.

20 August. Eighteen jet bombers were parked on the dispersal area.

20 and 21 August. There was no air activity.

25X1 22 August. Between 8 a.m. and 1 p.m., about 10 take-offs were made. About 11 a.m., a type-27 plane towing a sleeve target flew over the field from east to west at an altitude of about 500 meters. At that time, no other aircraft were in the air. About 4 p.m., 16 aircraft, including three type-27s [redacted]

25X1 [redacted] were parked at the dispersal area.

23 August. There was no air activity up to 2 p.m.

25X1 29 August. There was intensive air activity after 7 a.m. Between 11 a.m. and noon, a type-27 plane [redacted] took off. When rolling along the runway, a rope about 2 meters long dangled out of the bomb-bay doors. After circling once over the field, the plane returned at an altitude of 600 to 800 meters towing a sleeve target. Three minutes later, another type-27 plane [redacted] took off. The two planes were not observed returning to the field within one hour. During the same period of observation, two type-30 planes [redacted] took off twice.

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Between 25 and 30 August, 16 jet bombers were parked at the dispersal area after the air activity had ceased. On 30 August, the planes changed their positions. They were parked in groups of 6, 5 and 5 planes from west to east. (2)

8. [redacted] a shipment with AA guns arrived at Brand railroad station during the night of 16 to 17 August. On 18 August, 8 x 37-mm AA guns, 2 one-axle canvas-covered special sets and 12 three-axle trucks were observed near the old AA gun emplacement at the western end of the southern taxiway. The guns and sets were parked in one line on a small space, and the trucks were parked behind. The guns were not emplaced up to 23 August. At 9 a.m., on 29 August, six 37-mm AA guns and several trucks were loaded on flatcars, and soldiers wearing red-bordered black epaulets were loaded on six boxcars at Brand railroad station. The train departed toward Cottbus at 4 p.m. (4)

9. From 400 to 500 crates with bombs were stored in the open in the ammunition dump.

10. A double pipeline of galvanized tubes about 110 mm in diameter extended from the fuel dump to the dispersal area. The tubes with bayonet joints were carried on sheet metal supports. A Diesel pump was erected at the dispersal area. Source did not observe that refueling was conducted there. (5)

11. On 19 August, all the roads at the field were being cleaned and all the trees along the roads and the edge stones were being painted white. Many soldiers wore clean uniforms. General Chuikov who was expected to arrive at the field did not come. On 26 August, high-ranking Soviet officers arrived at the field including 1 general, probably General Chuikov, 1 air force general, 2 air force brigadier generals, 6 air force colonels, including Colonel Zeldatov (fnu) and Colonel Terechenko (fnu), Lieutenant Colonel Smyrnov (fnu) of the Werder Air Force Construction Staff, about 20 majors from the air force and army and 1 MVD major. Before the officers arrived, a type-27 plane [redacted] was pushed into the newly built shrapnel-proof aircraft revetment. A low twin-wheel set with a carbonic acid flask and two-sectional steel chock blocks, each about 50 cm high were brought to the aircraft revetment. Before the demonstration started, all the German engineers and workers were ordered by military police to retire to an area far from the site. The engine of the plane was started and run up so that the plane rose over the chock blocks and appeared outside the shrapnel-proof revetment. A large plume of dust developed because the area around the hardstand was not yet concreted. After the demonstration, the generals drove about the field for about 15 minutes and then left the field about 2 p.m. Subsequently, a conference was held which also attended by the German engineers. Some changes were ordered for the other shrapnel-proof aircraft revetments which were under construction. A final construction plan for such revetments, also intended to be built at other airfields, is to be issued in Werder on 2 September 1952.

12. On 27 August, bombs were detonated in the vicinity of the shrapnel-proof aircraft revetment in order to test its resistance. A 100-kg bomb was exploded at a distance of 5 meters from the highest wall and a 250-kg bomb at a distance of 12 meters. The revetment showed light damage including some cracks on the ground although the installation had been built of regular cement only 5 to 12 days before. (6)

13. [redacted] Major Mironenko (fnu) will go on leave to the U.S.S.R. between late September and 10 November. During that period, his deputy will be Major Chefshenko (fnu) who will also supervise the construction projects at Brand and Melzow airfields. After returning from leave, Mironenko is to turn over his command at Brand airfield.

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the jet bomber parked there had a wing span of 22 meters. (7)

16. Boring for water was performed on the runway from west to east. (8)

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Comments.

(1) Information on the reported shipments is believed to be correct. The fuel containers which reportedly arrived at the field are to be installed in the fuel dump. According to a previous report, the fuel dump will have a total capacity of 2 million liters after completion.

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The shipment of AA guns on 16 August was confirmed by another report

No comparative information on the arrival of aviation fuel has been received

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Zoldatov probably is the commanding officer of the air unit at Brand airfield. Menkin probably is the officer of the OATB in Brand.

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(2) there was intensive air activity at Brand airfield during the day and night. In regard to the approach flights at Brand airfield in bad weather, it is believed that the planes made practice approach flights. After crossing the outer landing beacon in Krausnick, the pilot deviates to the right until the plane is in line with the Adcock DF station. Then he heads for the Adcock DF station and, when crossing it, he flies a right turn at an angle of 90 degrees and, subsequently, lands on the runway. It is believed that this procedure is practiced in order to train the pilot in instrument flying. However, the procedure will hardly be used for actual blind flying because there are simpler methods of landing in bad weather. For location of landing beacon and Adcock DF station on the basis of previous reports, and for course of approach flight, see Annex 1.

(3) The strength of a searchlight platoon is reported for the first time. The platoon is believed to belong to the OATB.

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- (4) The AA shipments observed at Brand railroad station on 29 August
25X1 [redacted] are connected with the evacuation of the AA gun emplace-
25X1 ment north of Neue Schenke and east of the eastern end of the runway.
The canvas-covered special devices observed [redacted] on 18 August
may be data computers and range finders. Such sets were also observed
in Berneuchen.
- (5) The pipeline is reported for the first time. The distance between the
fuel dump and the dispersal area is 800 to 1,000 meters.
- (6) The inspection of the shrapnel-proof aircraft revetment was previously
25X1 announced several times. [redacted]
25X1 [redacted]
25X1 [redacted] Colonel Zeldatov
25X1 probably is the commanding officer of the bomber regiment stationed in
25X1 Brand. Colonel Terechnko probably is the deputy chief at the construc-
25X1 tion staff in Werder. Colonel Smyrnov is responsible for financial
25X1 matters at the Werder construction staff. After the shrapnel-proof
25X1 aircraft revetment was tested, apparently with a satisfactory result,
25X1 it is believed that the final construction plan will be issued in the
near future.
- (7) Previously, the wing span was believed to be 65 feet or approximately
19.8 meters.
- (8) For data on the boring procedure, see Annex 3.

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Adcock DF Station and
low frequency approach beacon at Grand Airfield

↑
45°



$H_f = 2000$

Grand Airfield approach beacon

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